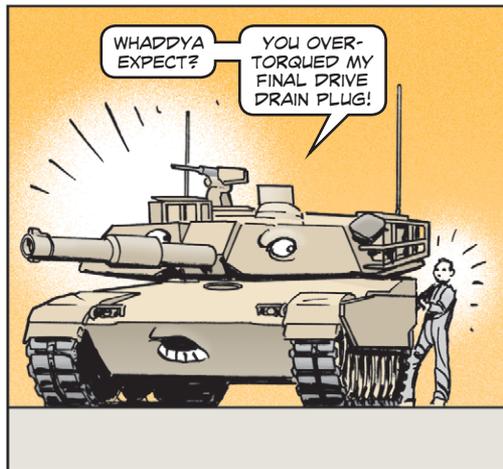
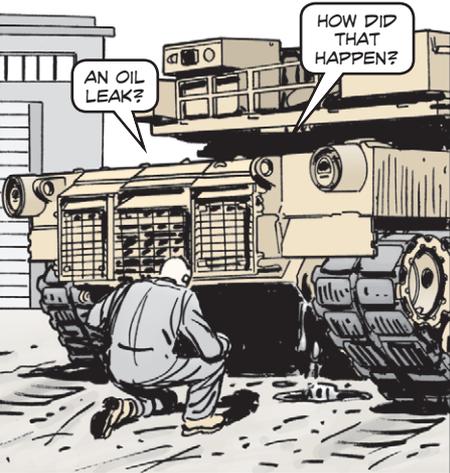


A PLUG FOR FINAL DRIVE CHECKS



KEEPING ENOUGH OIL IN YOUR M1-SERIES TANK'S FINAL DRIVES SHOULD BE A HIGH PRIORITY.

AFTER ALL, DRY FINAL DRIVES WILL SEIZE AND LOCK UP THE TRANSMISSION.

THAT MEANS BIG BUCKS FOR REPAIRS!

KEEPING THEM FULL TAKES A TEAM EFFORT FROM CREWMEN AND MECHANICS.



Crewmen

Using the -10 TM's PMCS charts, inspect the final drives weekly for oil leaks, especially at the drain and check plugs. Report any leaks to your mechanic.

While you're at it, take a quick look at the final drive filler cap. Dirt, oil and sand can clog the vent hole on each of the filler caps. When that happens, pressure can build until the final drive seal ruptures.



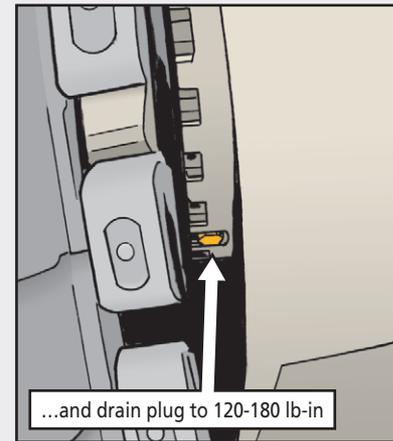
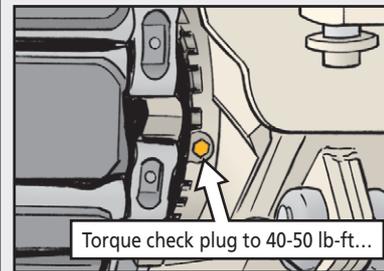
If you're in Southwest Asia, you may need to check the filler cap more often—like after every mission.

Mechanics

After checking the final drive oil levels during semiannual services, make sure you use the right torque when replacing the drain and check plugs.

Although both plugs look the same, they don't take the same torque. The check plug is tightened to 40-50 lb-ft, but the drain plug can't take that kind of pressure. It either cracks—and leaks—or shears off altogether.

Make sure you torque the drain plug to 120-180 lb-in. Yes, that's pound-inch! You'll find the step-by-step instructions in the -20-1-4 TMs.



M88A1 Recovery Vehicle...

GIVE MY RESET BUTTON A SHOT!



Having charging problems with an M88A1, mechanics? The problem could be the generator. Then again, maybe it isn't.

Before you go through the lengthy troubleshooting procedures in TM 9-2350-256-20-1, take a quick look at the voltage regulator.

You may not realize that the voltage regulator has a reset button. Many times, just pressing the reset button will solve those charging problems.

So give it a try. Then if the charging problems persist, start troubleshooting!

